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# fishing news

February 4, 1977 No. 3913 Est. 1913 15p

**Diesel engines** from 200 to 10,000 bhp **MIRRELES BLACKSTONE DIESELS**

## Sprat men carry on despite queues

**GRIMSBY'S** sprat fishermen have decided to continue with the winter seasonal fishery even though they may face queues to discharge at Grimsby after recent restrictions imposed by the Grimsby Fish Meal Co. (Fishing News, January 21).

For much of last week the local fleet remained in port as the meal company, overwhelmed with mackerel deliveries from the south-west, a small backlog of locally landed sprats and routine offal collections, worked flat-out in an attempt to make room for restricted landings.

Most of the skippers met on January 18 to review the situation. They maintained they should be given precedence over the mackerel during the short sprat season and the general mood among them was that the meal company had let them down very badly, even to the extent of threatening their livelihoods.

One skipper told *Fishing News* that if everyone was on to good fishing at the same time they could only expect a landing about once every ten days. They also discussed alternative outlets for the fish if they cannot secure a better turn round next winter.

The glut of fish has certainly placed the meal company in a very difficult position. Last summer, with hardly any andalee landings, the factory was barely able to keep going on offal supplies and a number of men faced redundancy.

So it was not surprising it welcomed new contracts for the reduction of mackerel from the south-west to keep up production and which it must retain in order to provide work when the north-east sprat fishery is finished.

At the moment it all boils down to supplies outstripping the capacity of the plant and it was for this reason alone that the company was forced to restrict its intake of sprats at Grimsby.

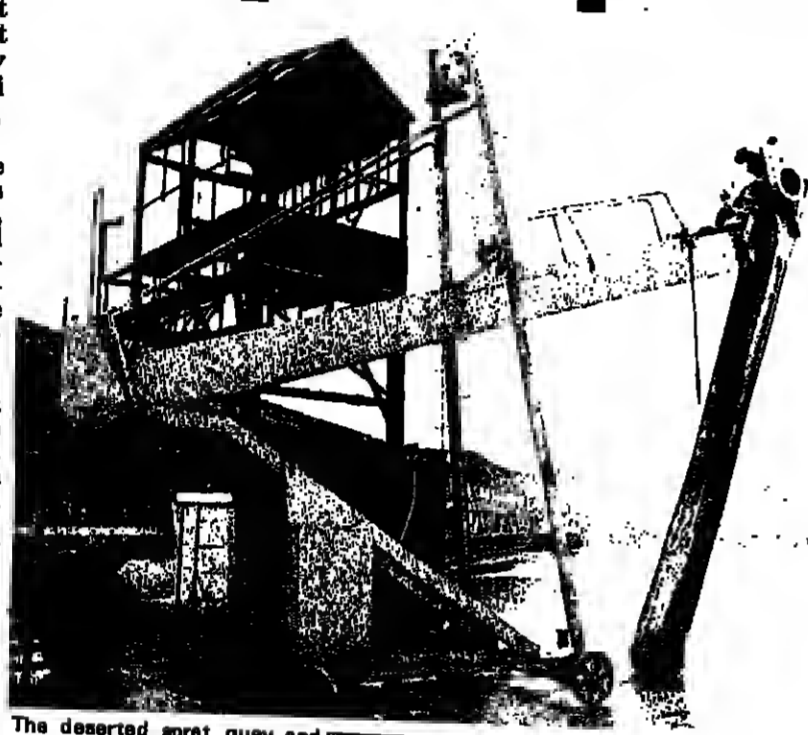
After the frantic activities of recent weeks, the sprat quay at Grimsby resumed an almost ghost-like appearance during last week's standstill, but by the weekend it was business as usual with *Ellen Frembeck*, *Kathleen Homeward*, *Margaret and Searcher* all waiting for their turn to discharge and other vessels also heading towards the Humber full up.

Meanwhile, the unfortunate *Glenda* (Skipper: Francis Wintem) lost part of her deck cargo while crossing to Eabjerg with her catch of some 70 tonnes and originally worth over £3,000.

Further delay at Grimsby could have resulted in the catch being unfit for processing and it would have been damaged.

Other vessels are planning to concentrate on North Shields again now a number of the Scottish vessels have returned home and there were even unconfirmed rumours that some of the larger spratters were considering another try in the Channel for mackerel themselves.

One vessel definitely heading south is *Sioux*. She has just completed repairs following last November's fire end, but for the problems of discharging sprats, would almost certainly have stayed north.



The deserted sprat quay and silent discharging machines at Grimsby last week. Normally at this time of the year it is a hive of industry.

## Humber divers 'recover' Sea Triumph

A WRECK located late last week in the River Humber near the entrance channel to Grimsby fish docks is almost certainly the ill-fated cable *Sea Triumph*.

The vessel vanished on the night of January 12/13 with the loss of her three-man crew. Initially, the Department of Trade planned to raise the wreck but, as it is not a hazard, a two-man diving team from the Hull firm of Northern Divers Ltd. went down to survey it last Saturday.

After an hour working in thigh deep mud and with visibility nil, they were unable to positively identify it, but among items recovered was a float with fragmented lettering believed to form part of the cable's name.

**ON WEDNESDAY** Newington's *C.S. Forester* (Skipper: J. Atkinson) made £81,241 for 2,069 kils at Hull after a 25-day Norway coast trip.

Both vessels were damaged but not seriously along their water lines. *Northern Reward*, on her way to the grounds, put back to Grimsby.

Published by Arthur J. Highways Publications Ltd., 110 Fleet Street, London, EC4. Printed by Darby Treder, Newspaper Ltd., Haxton Gate Industrial Estate, Haxton, Derbyshire.

## NEW DELAY HITS LEIGH COCKLERS

**COCKLE** fishermen at Leigh-on-Sea, Essex, have been delayed again in their struggle to get back to work.

After a week of meetings with officials from the Ministry of Agriculture, Fisheries and Food, Southend Environmental Health Department and the Port Health Authority of the City of London, approval has now been withdrawn for the use of the Leigh cockle sheds for the cooking of cockles until tests have been carried out there.

This closure came when all people went down with food poisoning after eating cockles which had been processed at Leigh.

So far, efforts to trace the source of the food poisoning have been unsuccessful and

all tests by the local authority have not located source of the contamination. Experts from the Ministry have been asked to help last Monday staff from nearby Fisheries Laboratory at Thurrock-on-Sea started an extensive programme to test the cockles.

During the week cockle sheds have been tested, and the Port Health Authority will be advising their performance.

Because the cockles taken from beds which often subject to pollution, the cockles must conform to Public Health (Shellfish) Regulations.

All premises used for processing the cockles for the public are subject to strict supervision and final product must be approved by the local Health Authority after inspection of the final product and testing of the final product by two methods — modern methods and traditional methods.

The cockles are sold in a flow of steam and pressure and recommended time is less than 10 minutes.

After this heating must the meat be cooked, sterilised and the shell easily separable from the meat.

It has been suggested the cause of the problem could have been from a batch of cockles only partly cooked, which would result in some not being completely cooked.

Tests, now going on at the Ministry, are aimed at improving the general condition and the processing of cockles.

Local cockle processors worried by the problem have, however, accepted any recommendations by the Authority. This has been suggested by the fishing press and the Thames Valley and the Essex fishing press.

The question of the possibility of aid from the EEC's organisation development fund was also discussed.

Mr. Williams also agreed to consider the delegation's points, and will write to them shortly.

# Can Russians be stopped?

## EEC may be ignored

**NEW CONDITIONS** imposed on the Soviet fleet operating in EEC waters could go unheeded. So far Russia has ignored all instructions from the EEC which she refuses to recognise. There are now growing fears that the Soviet fleet will fish on regardless and the question is: who is going to stop them? Without an EEC protection fleet, and with the main Russian fishing effort concentrated in British waters, it looks as if the burden will fall on the Royal Navy.

The main fear among British fishermen is that the Foreign Office will not let the Navy take on the Russians for fear of creating an embarrassing international confrontation. And if the Russians push more trawlers into the EEC 'pool', it is doubtful whether the existing protection force would be equal to the task of protecting the fishing grounds.

In the House of Commons last week, Dr. David Owen, Minister of State, Foreign Office, was closely questioned by members of the committee investigating the fishing industry, about the measures which would be used to enforce new regulations.

"In the case of the Soviet Union we are dealing with one of the most powerful maritime nations in the world. I do not believe you can achieve things by gun boat diplomacy," he said.

When Neville Trotter (Con. Tynemouth) remarked that Iceland had found otherwise, Dr. Owen said: "There is a marked

difference between international ramifications of a disagreement between Iceland and ourselves and a situation of the Community or Britain being in open confrontation at sea with the Soviet Union. It is not in the interests of this country to pick a confrontation."

Dr. Owen added: "It is clearly in the interests of this country to see that what has been legitimately and legally asked of the Soviet Union is carried out, and that is what we intend to do."

Patrick Duffy, Under Secretary, Navy, said that the Royal Navy could cut werps if desired. They had the knowledge and the equipment.

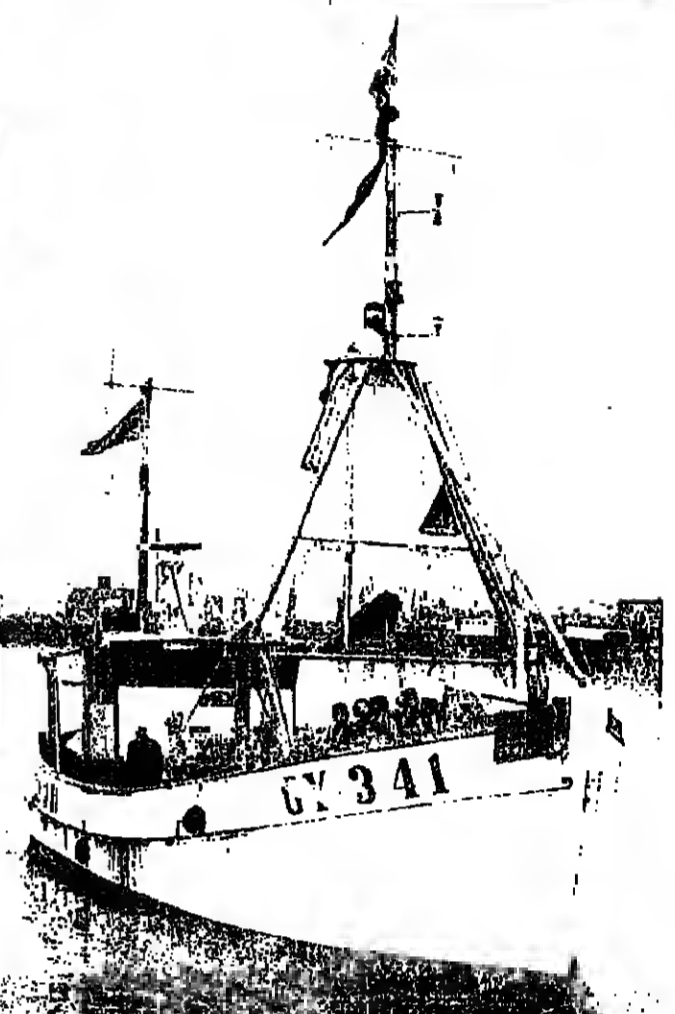
**Conditions**

Under the new EEC ruling on Russian fishing effort, 27 licensed vessels will be allowed to fish — and only 17 at any one time. East Germany and Poland will be limited to five vessels each on the grounds. The scheme is operative from February 8 to March 31.

If the Eastern bloc countries have not entered into negotiations with the EEC by March 31, then they will be banned altogether.

Last weekend there were 43 Russian trawlers operating in the North Sea.

SEE COMMENT PAGE 2.



Grimsby's latest multi-purpose boat /yaka sailed on her maiden trip from the port this week under Skipper Denis Sorenson. The week before the oak-on-oak 58-footer had arrived at the port from her Danish builders with a scratch or two on her paintwork. See page four.

## YEAR-OLD BOAT LISTS AND SINKS

**THE NEW** £80,000 steel trawler *Girl Roma* (T117) sank without apparent reason in an ease three miles off Dodman Point, on the south Cornish coast, on Saturday.

As the 50 ft boat began to sink, her crew of three took to the lifeboats. A brief radio message from the Telford

mouth boat was picked up by something amiss when he saw Falmouth coastguards, who water on the deck. "I slowed the engine down to stop ship-

The crew was quickly pinged many more and then she requested by the 1,600-ton Hull started to list. It was around stern trawler *Arctic* 15 minutes before she sank. *Challenger* and was later upside down. She obviously transferred to Falmouth took some water aft.

The boat is a sister ship to *Girl Roma*, and was delivered by the Port of Falmouth. She had a good catch of mackerel. He first noticed her

## New blue strength from COSALT

### Blue Alloy square head trawling shackles

This new range of high strength Bow and 'D' type shackles incorporate screw pins made from heat treated chrome moly alloy steel.

The shackles range from 1" to 14" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 61mm to 115mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proof load is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.



Shackle (D)	Inside Width (W)	Pin Dia. (D)	Pin Length (L)	Safe Working Load (SWL)	Proof Load (PL)	Breaking Load (BL)
1"	1 1/4"	3/8"	4"	2 tons	4 tons	12 tons
1 1/2"	2"	1/2"	6"	3 tons	6 tons	18 tons
2"	2 1/2"	5/8"	8"	4 tons	8 tons	24 tons
2 1/2"	3"	3/4"	10"	5 tons	10 tons	30 tons
3"	3 1/2"	7/8"	12"	6 tons	12 tons	36 tons
3 1/2"	4"	1"	14"	7 tons	14 tons	42 tons
4"	4 1/2"	1 1/8"	16"	8 tons	16 tons	48 tons
4 1/2"	5"	1 1/4"	18"	9 tons	18 tons	54 tons
5"	5 1/2"	1 1/2"	20"	10 tons	20 tons	60 tons
5 1/2"	6"	1 3/8"	22"	11 tons	22 tons	66 tons
6"	6 1/2"	1 3/4"	24"	12 tons	24 tons	72 tons

**COSALT**

Cosalt Limited, Fish Dock Rd, Falmouth, Cornwall. Tel: 0342 2881. Telex: 333333.

# Drink sank 'Wyre Victory'

DRINK was the root cause of the loss of the Fleetwood trawler *Wyre Victory* which sank after hitting a reef off the west coast of Scotland last year.

This was among the findings which were read out at the North Euston Hotel, Fleetwood, last week by Wrack Commissioner Barry Sheen QC, who conducted the inquiry last year.

It was announced when the findings were read that Skipper Alfred Watson, who was in command of the vessel, was censured over the casualty, while the vessel's bosun, Terence O'Flaherty, had his certificate of competence suspended for two years. Wyre Trawlers Ltd, owners of *Wyre Victory*, was ordered to pay £3,000 towards the cost of the inquiry.

Mr. Sheen said that *Wyre Victory* had not taken positive action to stamp out the practice of taking alcohol on board its trawlers.

"This practice was the root cause of this casualty. It is for this reason that the court has come to the conclusion that the heaviest burden of responsibility for the casualty lies with the owners."

He said that *Wyre Victory* force discipline, the task of Trawlers now recognised that

the problem of drink warranted the searching of trawlermen's bags, and he suggested that searches could be made on a term of trawlermen's contracts. Skipper Watson could not be condemned, although it had been decided not to withdraw his ticket because of his age and good record.

Of Mr. O'Flaherty, who was on the bridge of *Wyre Victory* when she sank, Mr. Sheen said that, in time, he would have made a good skipper if he had not fallen for the temptation of drinking to excess.

Mr. O'Flaherty had admitted that a cause of the loss was that he was in charge of navigation when totally unfit through drink.

Mr. Sheen said that Skipper Watson was the victim of circumstances which had been allowed to continue and develop by those higher up in the company. When there was a large amount of drink aboard it became impossible for the skipper to maintain any sort of discipline.

He added: "Skippers cannot maintain, and cannot be expected to maintain, discipline unless they know they have the full support of the management."

"If the owners do not enforce discipline, the task of the skipper is made even

more difficult than normal. There can be little doubt that similar conditions prevailed in many other trawler-owning companies."

Skipper Watson could not be condemned, although it had been decided not to withdraw his ticket because of his age and good record.

Peter Hewatt, president of the Fleetwood Fishing Vessel Owners' Association, speaking after the findings had been announced, said that

over the years the problem of drinking had not been totally ignored.

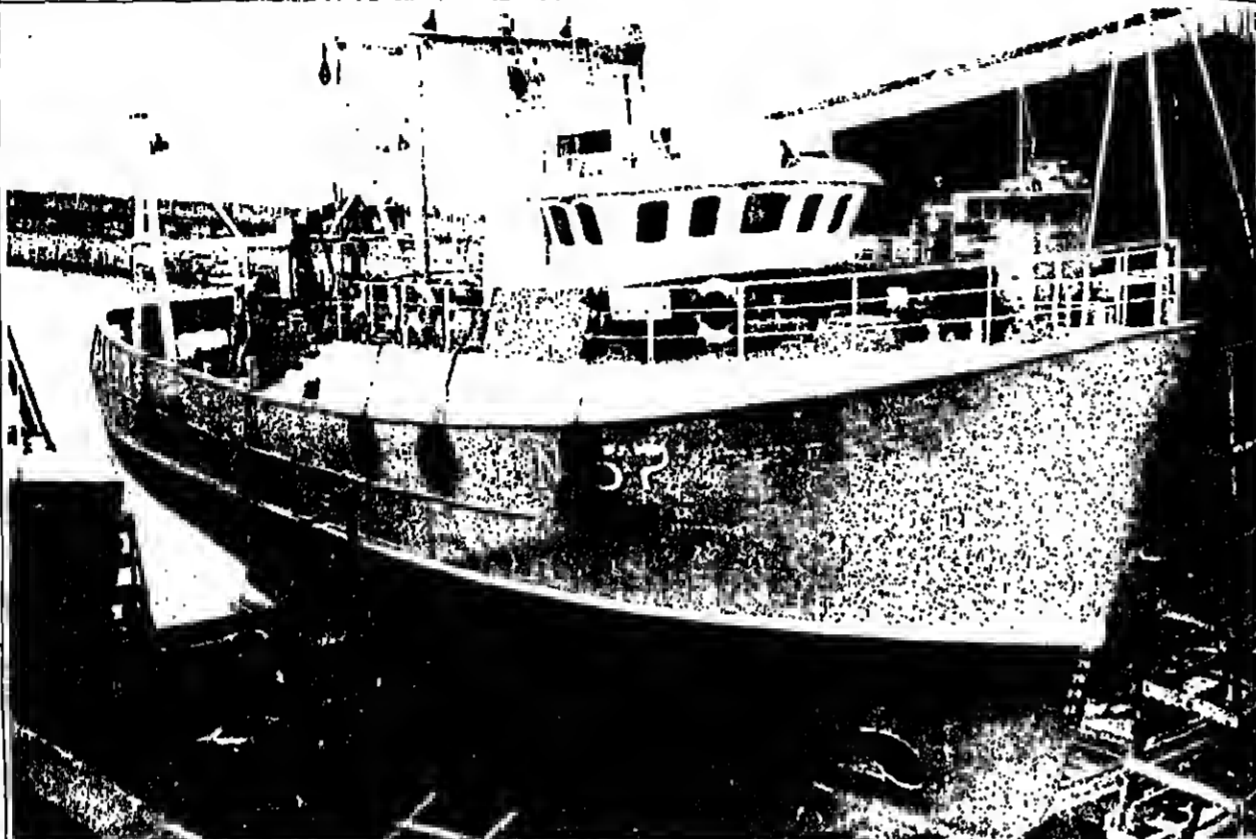
By means of the port disciplinary committee and with other measures they had tried to counter it, but now that the inquiry had finally sorted out the legality of a bag search the way is clear to take the necessary steps.

He said that in the weeks since the inquiry had been held major firms in the port have made a concerted effort

to stop unauthorised alcohol being taken aboard ships.

Searches had taken place and, if a man was found to be drunk, he was not allowed to sail. It was not allowed to leave his bags unattended, he would be dismissed from the ship.

John Flann, chairman of the port disciplinary committee, said that firms are doing their level best to counter the problem. Still, he said, had been imposed on men in



## COMMENT

WHEN DR. David Owen, Minister of State at the Foreign Office told the committee investigating the fishing industry, last week that Britain could not risk a confrontation with Russia over fishing he was not understating the case. Just one look at the latest world catch figures from FAO for 1975, reveals the awesome strength of the Soviet fleet and its reliance on third country waters.

Russia catches nearly 10m tons a year, of which, two thirds is taken outside her own waters. An example of the way the Russians have been milking British waters can be seen from her mackerel catch. This more than doubled from 140,854 tons in 1974 to 321,715 tons in 1975. Her sprat catch too, was running at 183,750 tons — mainly from British grounds.

In fleet terms the figures are equally frightening, with 381 vessels over 1,000 tons plus 547 massive fish factories and carrier ships. The total EEC fleet can only muster 139 fishing vessels over 1,000 tons.

Under the new conditions laid down by the EEC, the Soviet Union is being asked to deploy less than 2 per cent of her fleet in community waters, and there are no prizes for guessing what her reaction will be. There can be little hope that the Russians will settle amicably for this kind of deal.

With the Foreign Office wanting to avoid a confrontation, it can only mean that if the Soviet Union does decide to enter into negotiation with the EEC, she will come out with a lot more fish.

Rules are easy to make, but when it comes to the crunch you have got to have the means and the will to enforce them.

## fishing news

Home, turn of Barrett vessels also new the Humber full up. Meanwhile, the unfortunate *Glenda* (Skipper Francis Wainwright) lost part of way to the har deck cargo while crossing back to Grimsby.

Published weekly. Postal subscription rate £8 per annum £8.50 overseas. Registered as a newspaper at the Post Office.

Published by Arthur J. Highway Publications Ltd. 1-353 8861

## 'Green Field' for Ireland

Seen on the slipway just before her launch is the new Anlong, Ireland, steel trawler *Green Field*. She has been built for the Chambers family and sailing with the vessel as mate will be William Chambers. He is the son of Skipper Victor Chambers, who has had a successful wooden boat built since 1955. The new 67ft. *Green Field*, which is being followed by a sister ship, may be starting her fishing career on Cornish mackerel. More details in *Fishing News* soon.

## Teenage skipper takes on new boat

AN 18-YEAR-OLD skipper from Hayle, Cornwall, Stefan Glinski, is due to take out the new GRP 30-footer *Braggon* on trials this week.

The boat has been fitted out locally on a Varsity 30 hull and is owned by three brothers, their father and an uncle.

She is due to start longlining off the north coast of Cornwall from Hayle for some two months before moving around to Newlyn.

*Braggon* has been fitted out locally to a design by the young skipper, who has been a full-time fisherman for two years. More details in *Fishing News* soon.

## BID TO PROTECT SPIDER CRABS

THE Cornwall Sea Fisheries Committee is pressing for new legislation to protect the spider crab stock in its district.

At a recent meeting at Truro, Mr. W. H. Hocking reported that there is a growing market for spider crabs which could lead to heavy fishing of the species and depletion of the stocks.

The clerk of the committee reported that there is no minimum legal size for spider crabs and he is seeking scientific advice as to the best means of regulating this new fishery.

Mr. J. Harvey suggested landings of female spider crabs might be prohibited.

For years the spider crabs have been considered a pest by south-west fishermen, who found that they ate the bait in the pots.

In 1976 the fishery began when a good order for live spider crabs was obtained from Spain and regular shipments were made from Plymouth, Selcombe and Dartmouth. The catch during 1976 was estimated to be worth £70,000 to local fishermen.

Transport to Spain was by the well boat *Natali* which regularly called at Plymouth and Dartmouth to collect spider crabs and other shellfish. The six-ton catcher, now equipped with

live fish wells, can carry over 30 tons of live crab each trip. The initial price paid to fishermen for spiders was 4p per lb. — a price well above that for ten crabs. With the increasing demand from Spain, the price is expected to rise. This is higher than prices for ordinary crabs.

Although the full extent of the spider crab stock is not known, it is believed that they are very abundant in many areas off Devon and Cornwall.

Local fishermen are confident that a valuable new fishery could be developed.

A local spokesman said that the boat was yet known but, with the usual set net, much more than for crabs.

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The boat dock has already been cleared and strengthening work is well under way to take a big hydraulic net drum and guiding gear.

Meanwhile, repairs to *Real Madrid* are nearing completion in a Tyneside dry-dock. Her bottom plates were damaged in a mishap off Plymouth while working the south-west mackerel grounds.

Worst offender is the 76ft. Fleetwood trawler *Benvolio*, which was seen poaching twice in December by the Cornwall Sea Fisheries patrol boat *Polares*. Last weekend, *Benvolio* was again in trouble when she was allegedly found fishing inside the limit off the Lizard by the fishery protection vessel HMS *Saberton*.

A summons is now out on the 101ft. Brixham trawler *Jennie Marie* and, also, *Integrity* from Falmouth. Charge against *Samantha* from Grimsby, and the Scottish vessels *Morning Star* and *Flowing*.

## Pelagic 'Palace'

CONSOLIDATED Fisheries of Grimsby has begun converting a third former distant trawler into a multi-purpose vessel. She is capable of pelagic trawling as well as rearing if necessary, to bottom trawling.

The firm has already adapted *Real Madrid* and, more recently, *Carlisle*. The latest vessel being worked on is *Crystal Palace*.

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## Jinx strikes boat again

THE Peterhead seine-netter *Starella* was towed 180 miles to her home port on Wednesday last week after falling victim again to a fouled propeller.

*Starella* has been dogged with trouble for the past 15 months. Her previous skipper, Tommy Milne, attributed most of this to oil-related debris and is now too enmeshed with the situation, as it was impossible to direct the blame in a specific direction.

On one occasion *Starella* was laid up for three months after her propeller had been fouled by a length of 9 in. hawser. It was said that repairs and net earnings for that spell cost *Starella* about £40,000.

*Starella*, with her present skipper Fraserburgh man Eddie, was towed home this time by *Loch Rhannan*. Another vessel, the IN-registered *Fear Not*, also got into some trouble on the same fishing ground and was towed to Ergesund, Norway.

# 50-TONS APIECE FOR 'BURTON' MACKEREL FLEET

THE FLEET of five 'Burton' multi-purpose trawlers joined forces last weekend at Penzance to start fishing mackerel. The first vessel in the Newington-owned group, *Bishop Burton*, arrived about a week before the other four, *Cherry Burton*, *Burton Constable*, *Burton Agnes* and *Burton Pidsa*.

They came with about 50 tons of mackerel apiece. The trawlers had sailed south from their base at North Shields.

Also among the late arrivals is the Grimsby 75-footer *Sioux*, which came into Penzance last weekend.

She is owned by the Boston Deep Sea Fisheries group, whose manager at Penzance is Hugh Sims.

It has been a boom time for Cornish mackerel this week, with the newly-revived port of Penzance well to the fore.

## Poachers on the rampage

WITH THE mackerel off Cornwall being driven inshore the list of vessels spotted poaching inside the three-mile limit is growing fast.

Apart from the four Scottish purse seine skippers who are due to appear in court this month (*Fishing News*, January 28), charges are also expected to be brought against six other vessels.

The arrival of vessels from Scotland, Northern Ireland, Hull, Fleetwood and Grimsby is leaving little room for the local fleet in which to manoeuvre. Many line fishermen maintain that it is the heavy fishing effort outside three miles which has driven the mackerel shoals inshore.

WORK IS getting under way on the development of Whitby's upper harbour, at £205,000 scheme involving considerable dredging and will take five months. The second phase will provide a refuge berth for the fishing fleet on the east side near the Church Street car park.

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## NEW 'SEA RANGER' GEARS UP

Seen helping to haul a mackerel trawl aboard the new Lowestoft 60-footer *Boston Sea Ranger* is her skipper, Ian Lees (left). By late afternoon on Friday last week the net was loaded on and the boat set out for Cornwall on the Saturday. Seen with Skipper Lees manhandling the Engel 1200 trawl are the mate, Mr. M. Reynolds (right) and deckhand, Mr. K. Howlett.



## Mine in the net

AN explosion slightly injured a crewman on Monday when a mine was hauled in with a net.

A Navy mine disposal team had to be flown out to the trawler *Constant Friend* (Skipper Tony Raa) which was fishing 10 miles south-west of the Eddystone.

A helicopter from RNAS Culdrose flew to Plymouth to collect the team and then left them aboard the trawler.

*Constant Friend*, a Brixham boat working out of Plymouth, resumed fishing when the disposal work was completed.

The crewman, who was injured by an exploding cartridge, decided to stay on board.

Another Brixham trawler, *Thalassa*, stood guard for an hour over a bomb sighted floating 11-miles off Berry Head to make sure no other ship collided with it. The Navy found it was an exercise bomb.

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Clark Ltd.

# 'lysha' takes the lot on delivery trip

BLACK ICE, snow, fog,  
rain and gales were  
just a few of the  
problems Grimsby's  
new multi-purpose  
boat *lysha* (GY 341) en-  
countered while cross-  
ing to the lumber yard  
from the Danish port  
of Marstal Traeski-  
svaerft, Marstal, last  
week.

Build of oak-on-oak, the  
58-footer is the latest addition  
to the rapidly expanding fleet  
of Grimsby owners and agent  
A. E. Richardson & Co. Ltd.  
She is skippered by Denis  
Sorensen who took *lysha*  
away on her maiden anchor-  
seining trip at the beginning  
of this week.

Skipper Sorensen told  
*Fishing News* how impressed  
he had been with the way  
*lysha* handled under such  
testing conditions. "She is a  
very good sea ship and did  
very well indeed; I was very  
pleased with her."

"From Marstal to Kiel it  
was very cold and the sea was  
freezing solid on everything.  
We must have had three or  
four inches of ice on the decks  
and parts of the wheelhouse  
— and we'd delayed leaving  
because the weather was too  
bad before."

"Into the North Sea *lysha*  
hit dense fog off the Danish  
coast and, once through that  
lot, came the rains and wind."

In spite of all these natural  
hazards, she completed the  
trip in 54 hours, none the  
worse save for a few scratches  
on her brand-new paintwork.  
Punching into the weather,  
Skipper Sorensen said *lysha*  
made a good 8½ knots and,  
with the winds broadside-on,  
up to 10½ knots.

The vessel is another in the  
highly successful series of  
Marstal multi-purpose boats  
designed by Don Pearce,  
Richardson's marine  
superintendent, and she is  
capable of anchor-seining,  
fly-shooting, single or pair  
trawling and industrial  
fishing.

The main engine is a  
Gardner 8L3B of 230 bhp at  
1,150 rpm and there is a  
Lister auxiliary. Deck  
machinery includes 'A' type  
Ramme seine rope storage  
drums, a two-speed Norlau  
winch and a Hydema  
pedestal power block astern.

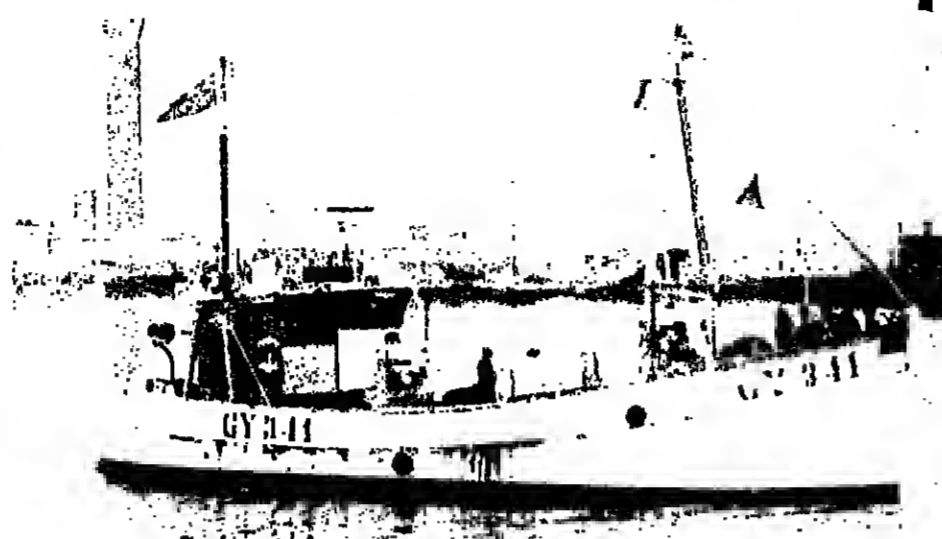
**Man dies  
as boat  
hits rock**

A YOUNG lobster fisher-  
man is missing after his  
boat struck rocks and  
sank at the entrance to  
Loch Ewe, on the west  
coast of Scotland, on  
Thursday morning, last  
week.

The missing man, named  
as Stuart Murray from Fife,  
was fishing in the 18ft lobster  
boat *Alcedo* with another  
man when she hit rocks,  
possibly after fouling her  
propeller, at Seir Maol  
Moraidh Shuas.

The other crewman, Derek  
Roxburgh, was thrown into  
the water but managed to  
scramble ashore and run two  
miles to Cove and alert  
emergency services.

Although Stornoway  
Coastguard co-ordinated a  
two-day search involving the  
Coastguard Rescue Equip-  
ment team, no trace of Mr.  
Murray was found.



Above: *lysha* at her home port  
of Grimsby after a cold, wet  
and windy delivery trip from  
har Denleth builders.

Below: Skipper Denis  
Sorensen sailed her on her  
maiden trip this week.

## 'Hooligans' ski on

INSHORE fishermen at  
Langstone Harbour,  
Hampshire, have lost  
their campaign to get  
water skiing banned in  
the area.

The harbour board  
which includes several water  
ski enthusiasts has agreed  
to renew licences for the sport  
although it is investigating  
ways to prevent the skiers  
from endangering fishermen,  
anglers and bathers.

It plans to enlist the help of  
a local water ski club in en-  
forcing a code of conduct,  
with large identification

plates similar to fishing lic-  
ences and numbers on a  
water ski boats.

Said John Andrews of the  
Langstone Harbour  
Fishermen's Association:  
"Our boats are being dan-  
gered and we receive nothing  
about it."

"The harbourmaster is  
no authority in law to de-  
mand even the name and ad-  
dress of a hooligan on the  
water."

"I don't want to be a bit  
but water skiing has been  
controlled and we want  
banned until then."

# Norway coast fish props Fleetwood

NORWAY COAST  
grounds yielded much  
needed supplies for  
Fleetwood last week  
when catches from  
near and middle water  
areas were few and far  
between.

The side trawler *Elia  
Hewett*, commanded by  
Skipper Jim Buckley, returned  
from distant waters with  
1,149 kits, including more  
than 900 of cod and 200 of  
haddock, which sold for  
£36,238.

Later in the week, came  
the stern trawler *Boston  
Beverley*, under Skipper  
Gordon Nowell, which had  
also made the long ston-  
in to the coast of Norway. She  
landed 1,340 kits, including  
more than 950 of cod, 90 of  
haddock, 100 of coley and  
90 of robs, for a grossing of  
£38,300.

**Coley**

Of the few near water  
vessels to land, the 109ft  
*London Town* (Skipper Peter  
Weirman) was the most  
successful. After a 12-day trip  
the vessel landed 281 kits —  
including 25 of cod, 30 of had-  
dock, 90 of coley, 10 of robs  
and 50 of dogs — which sold  
for £8,171.

There was also a good per-  
formance by the pocket side  
trawler *Resolute*, com-  
manded by Skipper Bill  
Ansell, which landed 209 kits  
— 45 of cod, 50 of coley, 15 of

robs and 40 of dogs — for a  
grossing of £4,584.  
On the same day the stern  
trawler *Resolute* (Skipper  
Charlie Pank) made £4,074  
from 194 kits, including 30  
kits of cod, 30 of haddock, 30  
of coley, 15 of robs and 15 of  
dogs. The small side trawler  
*Rephish*, skippered by  
Mick O'Brien, was the only  
other vessel to make any

grossing of note during  
the week. She landed 147 kits  
— 60 of cod, 30 of haddock  
of robs, 15 of coley and 15  
of dogs — to make £3,983.  
"There were good prices  
all varieties. Cod never  
below £30 a kit and  
went up to more than  
£40 a kit. Haddock  
landed at £10 a kit and  
small, but ventral legs  
vessels in port."

# YARDS BOOK FOR SHOW

THE IRISH International Boat Show and Fish  
Exhibition is now almost fully booked and will  
its doors in Dublin on March 1.

Fishing industry suppliers  
have a large number of stands  
and wide range of boat  
yards are taking part. Firms  
which have booked stands in-  
clude: Brusselle Marine In-  
dustries; Campbeltown  
Shipyard; Croshaven  
Boatyard; Decca Rader and  
Navigator; Downcraft Ltd;  
Gordon; Gillett Gilkes and  
Gordon; Grenaa Diesel  
Ireland; Hickey Boat-  
Husted Motorfabrik;  
Irish Fish Producers  
Organisation; Andreas  
Jensen and Sonner; R. and B.  
Laskov; Marten Industries;  
Malahide Marine; Melvagh  
Boatyard; Munster Simms;  
O'Donnell Boat Building;  
Salvus; Bent; John Tyrell  
and Sons; Varroy Ltd; and

## SUNKEN COBLE FOUND HOLED

DIVERS surveying the  
former Scarborough co-  
ble *Sea Triumph*, which  
sank in the River Humber  
near the entrance to  
Grimsby fish docks, have  
found a gaub about 9in.  
wide by the junction of  
the stem and keel.

The hole was discovered  
after the wreck had been  
moved from its original  
resting place to a position on a  
nearby tidal reach, well out  
of the way of navigation  
channels.

It is still submerged at high  
water and ongoing Depart-  
ment of Trade preliminary  
investigations will decide  
whether the 34ft. coble may  
have to be lifted for further  
examination.

Last weekend experts were  
trying to discover if the  
damage was caused before, or  
after, *Sea Triumph* sank with  
the loss of three lives last  
month. She was being  
transferred from Scar-  
borough to Hull at the time.

# FLEETWOOD MEN SETTLE FISH DUES WRANGLE

FLEETWOOD in-  
shoremen have settled  
their long-standing  
dispute with the  
British Transport  
Docks Board over  
wharfage charges on  
catches landed at the  
port's Jubilee Quay. It  
has now been agreed  
that the charge should  
be 1p in the £ on the  
catch value.

Originally, the board  
suggested 1.5p in the £, but  
the inshoremen countered  
with an offer of 0.75p.

Fleetwood docks manager,  
Tony Winfield, said last  
week: "We are pleased that  
this difficulty has at last been  
resolved. It has been a  
problem for about nine  
months. We have been slowly  
making progress to what, in  
our opinion, is a very

reasonable figure.  
"When the fishermen are  
making the money we get  
paid. When they are not do-  
ing as well their payments  
decrease."

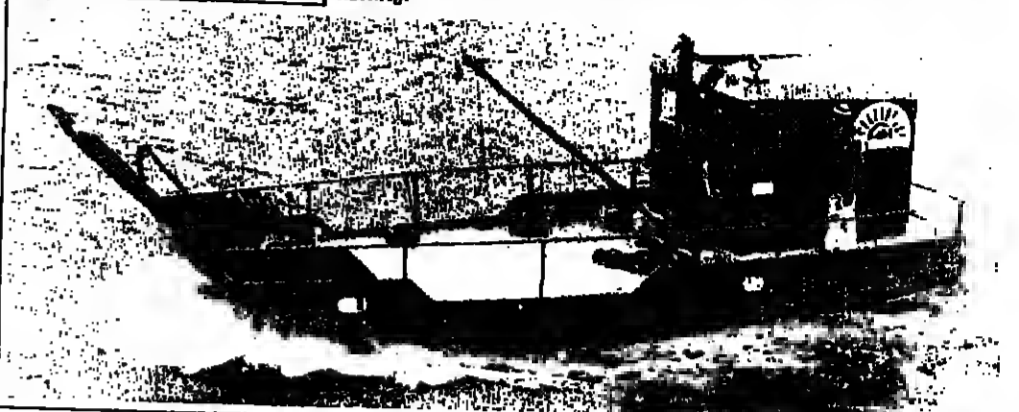
In addition to the wharfage  
payment, the inshoremen will  
continue to pay berthing dues  
based on the length of their  
vessel.

Harold Colley, secretary of  
the Fleetwood Inshore  
Fishermen's Association,  
said: "Both sides are taking a  
chance with the advalorem  
payment. Not until the end of  
the first year of working will  
either side really know  
whether they are better off for  
it comparing with other forms

of payment. We look upon  
this as one problem out of the  
way, leaving us free to tackle  
others which are looming up."

## Multi-role workboat for Scots fish farm

FISH FARMERS Golden Sea Produce has taken delivery of a  
new type of multi-purpose workboat built by M. Macdonald &  
Son Ltd. of Glasgow. The 30ft. *Saimo* (below), designed by  
Glasgow naval architects A. Mylne & Co., has a 12ft. beam with  
a spacious deck area. She is powered by a C-Power 4/254 diesel  
engine developing 72 bhp continuous at 2,500 rpm and achieved  
8 knots on trials. She has built-in tanks for 300 gallons of fuel.  
Her large wheelhouse, containing two berths, is located aft  
above the engineroom. The vessel will work on a fish farm in the  
west of Scotland producing turbot, Dover sole, salmon and  
oysters. Following *Saimo*, Macdonalds plan to produce another  
range of workboats designed by Mylne. With forward  
wheelhouse, and 38ft. in length, they will be suitable for inshore  
fishing.



# Net Monitor

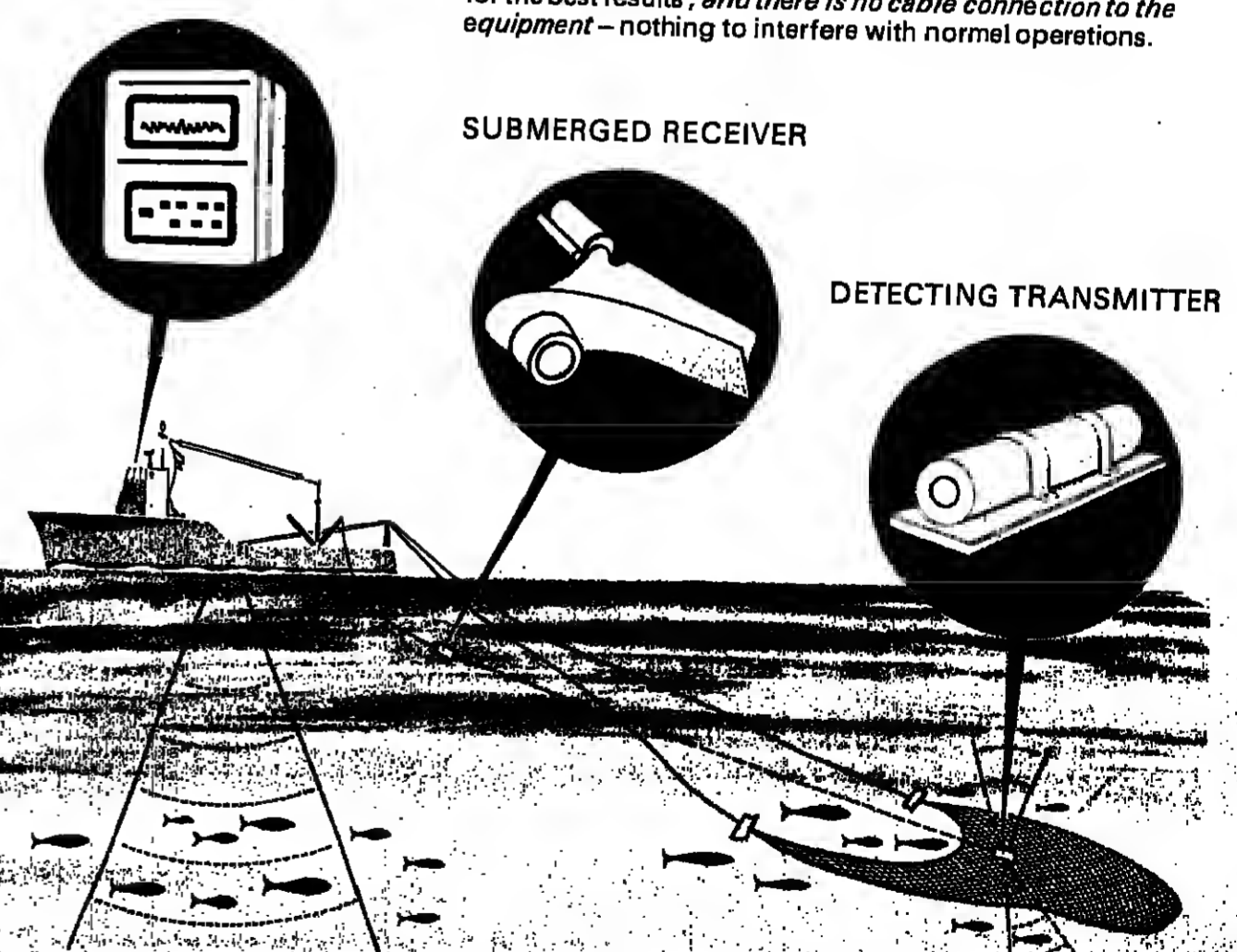
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footrope, the presence of fish above and below the headline  
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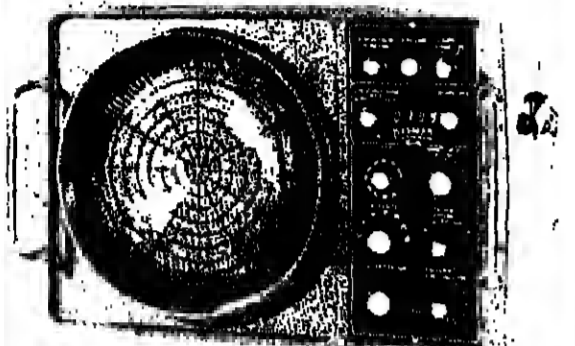
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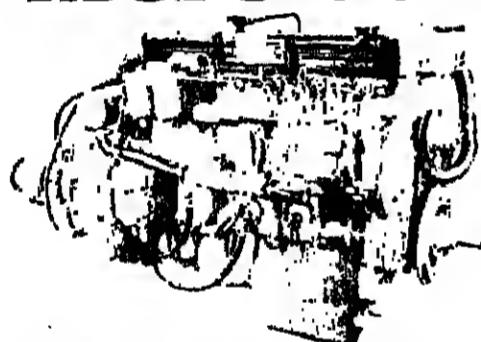
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# £20,000 fine —with a catch

A FAROESE skipper was fined £20,000 last week for poaching within the 12-mile limit, but a relief skipper sailed the vessel *Durid* out of Lerwick harbour to Denmark where the illegally-caught fish was said to have sold for £48,000.

The case is believed to be the first brought under the Fishery Limits Act, 1976. Under the new Act, courts have power to impose fines of up to £50,000, as well as confiscating catch and gear. Sheriff MacDonald at Lerwick, Shetland, ordered that Skipper Magnus Justesen, of the Klakavic-registered vessel *Durid*, be kept in custody until the fine was paid. It is understood that moves are on the way to prevent future removals of vessels involved in alleged poaching offences.

Skipper Justesen had denied poaching 1.45 miles within the 12-mile limit off the west coast of Shetland. Fining him, the sheriff said: "Because you are a foreign national and likely, if free to do so, to leave the jurisdiction of the court I will allow no time to pay the fine and will impose a period of three months imprisonment for non-payment which is the maximum allowed."

"The fine may seem severe but, in view of the value of the catch and the copies that can be taken, it is a very lenient penalty."

*Durid's* catch would almost certainly have been confiscated, he said, if it had been available.

The sheriff said: "I hope these circumstances will never occur again. I am being

lenient in this case because it is the first prosecution under the new Act. But the new limits are very difficult to police and the rewards of successful poaching are very large. Accordingly, I shall not hesitate to use the whole powers available to me under the Act when I consider it appropriate."

It was the experience of the court that fish poaching is one branch of the law where a deterrent sentence is often necessary.

"In such cases we are not dealing with criminals, but practical businessmen who can be made to understand that the risk is not worth taking."

Skipper Justesen, married with a family, gave his experience through an interpreter. He maintained that he was a short distance outside the 12-mile limit.



The Aberdeen trawler *Japonica* found fishing illegally in Faroese waters.

## ...FAROESE HIT BACK

ABERDEEN skipper Raymond Charles (20) has four weeks in which to lodge an appeal to a higher Danish court after being fined a total of £15,000 at a court in Thorshavn, Faroe. Skipper Charles denied the charge that, while in ramon and on the trawler *Japonica*, he was fishing illegally within the Faroese 12-mile limit, on November 9 last year.

The alternative to the fine is a 60-day prison sentence. Skipper Charles said he was in no hurry to come to a decision about an appeal.

The fine includes the value of the trawler's fishing gear and her 380 cwt. catch which she landed after the trip.

The Faroese court heard that the Faroese fishery inspection vessel *Tjaldrif* and *Japonica* were fishing within the limit. Skipper Charles was not on the bridge when his vessel was intercepted.

*Tjaldrif* had no powers of arrest and *Japonica* sailed for Aberdeen arriving on November 9.

Skipper Charles said in court that the position he had been in might not have been correct and he had been slunked by the incident.



REPAIRS to the 578-ton SUT Grimsby distant water trawler *Northern Reward* (above), hauled in the bows above the waterline during a collision in dense fog in the Humber estuary on January 25 with the coaster *Sophie Weston*, have begun at the south Humber port. The damage was confined to the bows and the repair work is expected to be completed fairly soon. There were no casualties on either vessel.

## LIFT TO NIGERIA FOR TUG

THE TWO redoubtable Grimsby fish dock tugs, *Thomas Baskcomb* and *John Marsden*, which have been sold to Nigerian owners, left Grimsby on January 27 for Birmingham.

The 200 hp tug *Baskcomb* is being loaded onto a deep-sea cargo vessel to complete the journey to Lagos. The tug became redundant last year when the strong fleet was cut back three vessels, with one replacement steadily, due to a big reduction in the number of trawlers at Grimsby.

Skipper Justesen, married with a family, gave his experience through an interpreter. He maintained that he was a short distance outside the 12-mile limit.



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# Early trip sets up seiner record

THE 29-TON anchor-seiner *LENA* set up a new Grimsby port record on January 27 with a 15-day North Sea trip of 323 kits, nearly all large top-quality North Sea cod, which sold through the Sam Chapman & Sons Ltd. agency for £10,750.

This record was very much a personal triumph for Skipper Einar V. Sorensen, one of Grimsby's most popular seiner skippers, whose decision to put in an extra early trip with *LENA*, while most of the Grimsby seiner fleet was still laid up for the winter, paid off handsomely.

Not only did Skipper Sorensen astonish the port with the massive haul, but he also set a puzzle. His achievement may be unique as no Grimsby anchor-seiner has ever before set up a record in January.

It was not, however, all plain sailing for *LENA* and a spokesman for Chapman's told *Fishing News* she had to ride out some pretty rough weather for the first five days before it fairs away and she dropped on to the fish. He added that most of the fish came late in the trip and went on to the market in superb quality. Apart from the cod, *LENA* had 12 kits of plaice, 17 of mae and 34 of chittlings in her 323 kits.

Last year the Grimsby seiner grossing record was broken five times between June and August. It was previously held by the *Allard*, *Hewson & Co. Ltd.* vessel *Veralda* (Skipper "Beppe" Olesen) with £10,600 from 331 kits landed on August 9.



The Grimsby anchor seiner *LENA* grossed £10,750.

# FISHING SHOW IS SET FOR CANADA

THE International World Fishing Exhibition is taking its first leap across the Atlantic to the eastern seaboard of Canada. From August 31 to September 7, Halifax, Nova Scotia, will be host to this biannual event which first took place in London in 1963.

The mayor of Halifax invited the exhibition to the city over two years ago. Since then the Fisheries and the Development departments of the Province's administration have given the project their support.

More than 40 companies have made applications for space in the two large halls which will house the exhibition.

Enquiries for stands have come from 11 countries: Canada, France, USA, Sweden, Holland, W. Germany, Spain, UK, Norway, Denmark and Finland.

The two halls front deepwater berths in the harbour, so demonstration vessels will be able to lay within a stone's throw of the stands. By August, the site will have had a major facelift.

Nova Scotia lies among a network of islands and salt water inlets which make up the Maritime and Atlantic Provinces, where fishing is a way of life and primary industry.

The eighth World Fishing Exhibition is being sponsored by the Federal Government of Canada, The Provincial Government of Nova Scotia, The City of Halifax, The City of Dartmouth, The Halifax Chamber of Commerce and World Fishing magazine.

It is being organised by Industrial and Trade Fairs Ltd., Radcliffe House, Glenhead Court, Solihull, West Midlands, England.

## ...two ways to Halifax

WD PACKAGE trips to visit Halifax fishing show are being run through the Dundee firm of Waid Morgan Associates Ltd.

The trips cost under £400 for ten days. Three stops are visited: Halifax, New York and Disney World or Orlando or Toronto.

Starting on August 30 and ending on September 9, the cost is £399.50 and £450, respectively.

The trips follow the same pattern by visiting Halifax first. Visitors will stay four nights to attend the show.

On September 3 the parties fly on to New York for a stay at 40-store Manhattan hotel. A spin around New York is included. The tour then splits to fly either to Florida or Toronto.

More details of the trips — and an application form — are contained in an inset with *Fishing News* this week.

# Ross Canaveral is forced home

BUT'S *Rosa Canaveral* (Skipper D. Spivey), the only vessel supplying the Thursday fish market at Hull last week, returned after 15 days with engine trouble from a White Sea trip.

It is believed that a bearing in the main engine has been damaged. At the time of the turnaround the trawler was off the Norwegian coast and had

caught only 53 kits, which made £1,615 at the Hull sales. A BUT spokesman stated that *Rosa Canaveral* had just started fishing before the fault. He added that the trawler had come back under her own power and that repairs were in hand.

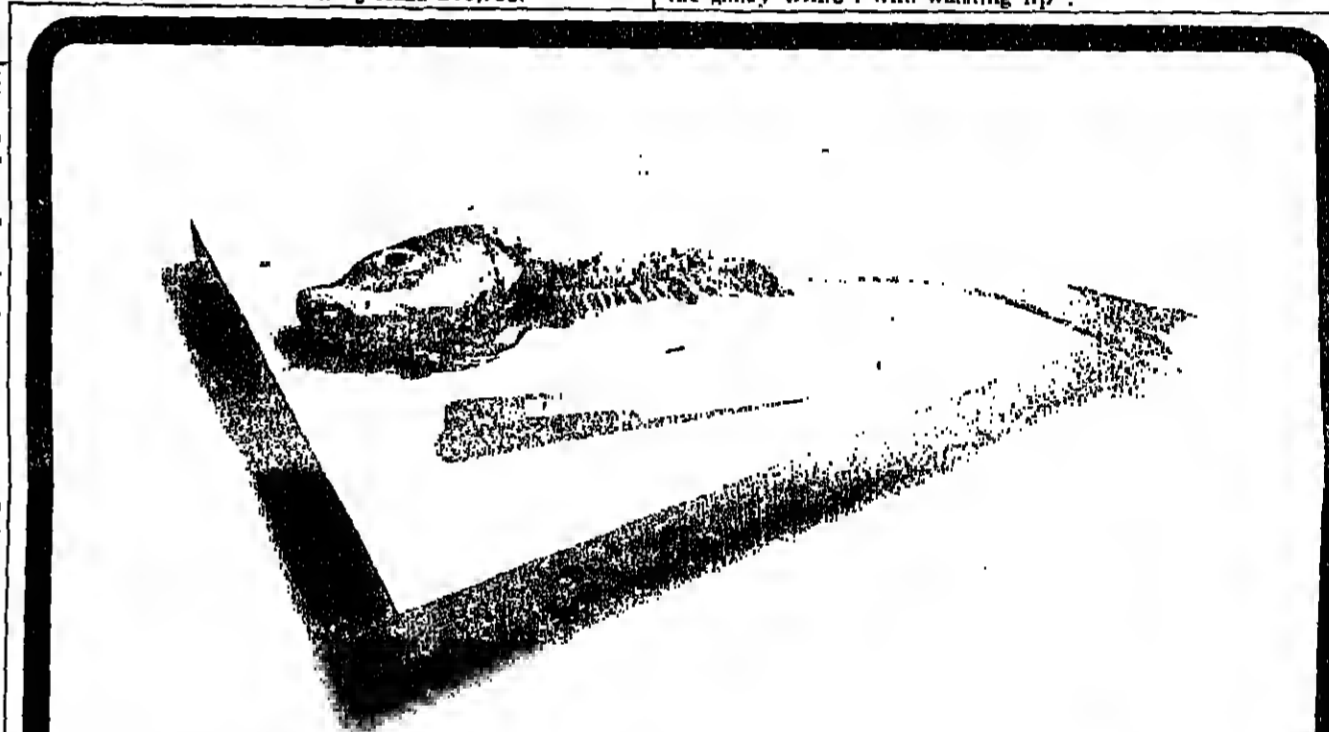
In addition to the small Thursday turnout from *Rosa Canaveral*, Hull had about 1,200 boxes of fish brought overland from inshore ports.

## Kurd in mercy dash

THE Hull trawler *Kurd* made a 36-mile mercy dash to Scarborough this week to land a saaninn who cut his arm in the hull in an accident after 11 weeks at sea.

The treacher trawler was on her way home to Hull from Norwegian waters when Mike Dolan (25) gashed his arm with a teapot handle.

The cut went through to the bone and *Kurd*, sister ship to *Goud*, headed for Scarborough at 14 knots to put him ashore. "I lost a lot of blood," he said. "It was a stupid accident in the galley while I was washing up".



# Don't cut hull costs to the bone

Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nate, equipment or electronics — they are tools of the trade. All the more surprising then that some owners shop around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discerning fishermen, pilotage authorities and public services turn to Tyler for rugged reliability.

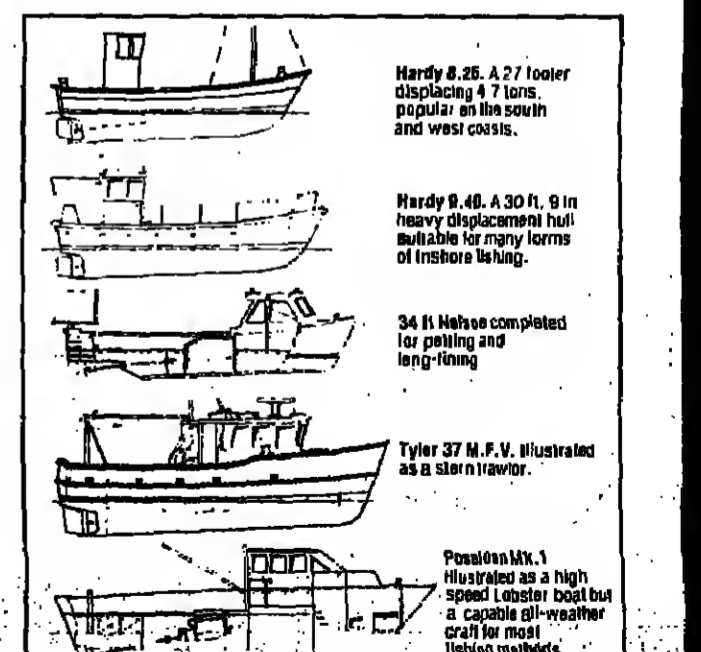
Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

When you come to sell a boat built on a Tyler hull, you can expect to reap an additional benefit — a re-sale value which justifies your forelight.

Tyler Boat Company offer hulls and superstructure suitable for fishing and commercial craft from 16 to 75 ft.

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Postcode \_\_\_\_\_

ON THE oyster scene 'cultch'—or the lack of it—seems to be in the news. In the United States a new shellfish hatchery based in California is producing 'cultch-less' seed using warm water from a nearby power station.

'Cultch' is the term used to describe the material the baby oyster settles on when it attaches itself to the sea bottom. This can be in the form of old oyster or clam shells, or stones and old tiles.

The 'cultch-less' technique encourages the young oysters to settle singly without 'cultch'—not in clumps as they do in their natural habitat, where 30 or 40 oyster spat will often settle on one oyster shell. Something like 80-90 per cent of the young oysters might die under these conditions.

The method used by the firm of International Shellfish Enterprises in California reduces the cost of handling heavy 'cultch' material and makes it easier to provide the range of oyster sizes needed by the oyster growers.

### World-wide

A spokesman for the firm said recently: "We have done our homework. We know where we are going and we can provide excellent seed oysters for a world-wide market."

Will the American oyster be allowed in this country? I believe Ministry of Fisheries staff are against the idea because of the fear of disease. Whatever happens, I think we will hear more of this progressive work in the future.

After making some enquiries, I discovered that we

## shell fish chat

The new artificial 'cultch', each piece uniform in size and shape, disintegrates after about a year in seawater. The individual oysters growing on the same piece of 'cultch' separate out so are not overcrowded. Therefore, there is no competition with each other for space.

The report does not specify what the material is made from, but anyone interested could write to the British Columbia Research Council, Vancouver, Canada, for details.

Back closer to home, I note the use of the parlour-type lobster creel is growing along the west coast of Scotland. It has been used for years by some fishermen in south-western Scotland, but now fishermen as far north as Uist and Mull of Galloway are changing over.

This type of pot is made from two single-eyed creels, one inside the other. The single eye from the outside leads into the half in which the bait is located. Having entered this half in trying to escape, the lobster takes the easier path into the second inner eye.

Most of the pioneering work in this country on the rearing of oysters under artificial conditions was done by the Shellfish Culture Unit of the Ministry of Agriculture, Fisheries and Food at Conway, North Wales. The head of the project, Dr. Peter Walne, has published details of the techniques used in a very interesting book, *Culture of Bivalve Molluscs*. This is on sale from Fishing News (Books) Ltd. at £5.85.

While we are on the subject of oysters, I have read that an artificial 'cultch' has been produced by the British Columbia Research Council in Canada. This material is supposed to have many advantages over the old oyster shells used in most oyster farms to collect the small oyster spat.

After making some enquiries, I discovered that we

ner creel, from which it has great difficulty in getting out. The parlour pot is not more effective in catching lobsters than the ordinary Scottish creel, but it is ideal in an exposed area where bad weather and strong currents make it difficult to haul the pots at regular intervals.

In short, the parlour pots are ideal for fishing periods of more than 24 hours because the lobsters cannot escape so easily.

### Jump

When I use a parlour pot, the catch of lobsters at crabs is always in the "parlour" side of the pot and never near the bait. Perhaps the lobsters "jump" through when the pot is hauled. It has also been proved that lobsters from single-eyed pots are less than from the double-eyed pots.

We all realise that lobsters run escape from a pot through the "eye". It follows that if a pot has two eyes, a lobster has twice as much chance of getting out! That's why we use small-eyed entrances about 51 in. in diameter for our lobster pots.

Of course, you don't catch large lobsters if the pot eye is small—but then, everywhere I fish, all the large lobsters seem to have been caught already!

While writing about the parlour pot, it led me to look back over the history of catching lobsters.

As far as I can discover lobster pots, as we know them today, have been in regular use only since about 1860. Before that time lobsters were collected by hand-picking or by the use of "trunks".

Hell wrote in 1853 of "lobsters and crabs being taken in considerable numbers from reefs in the rocks at low water using a gaff, but this method was very limited."

### Batted

"Trunks" were simply hoop nets made of an iron ring about 2 ft. across, to which a shallow bag of netting was attached. These trunks, or "rings" as they were sometimes called, were baited with fish and sunk to the bottom by a stone or weight. At regular intervals, the trunks were hauled to the surface and any lobster or crab removed.

Fishing with trunks in Northumberland used to take place at night, when lobsters are more active. Two men would work 20 to 25 trunks and catches of 25 to 70 lobsters a night were common! The only problem in using trunks was that they needed constant attention at night, and there was a limit on the number which could be manned.

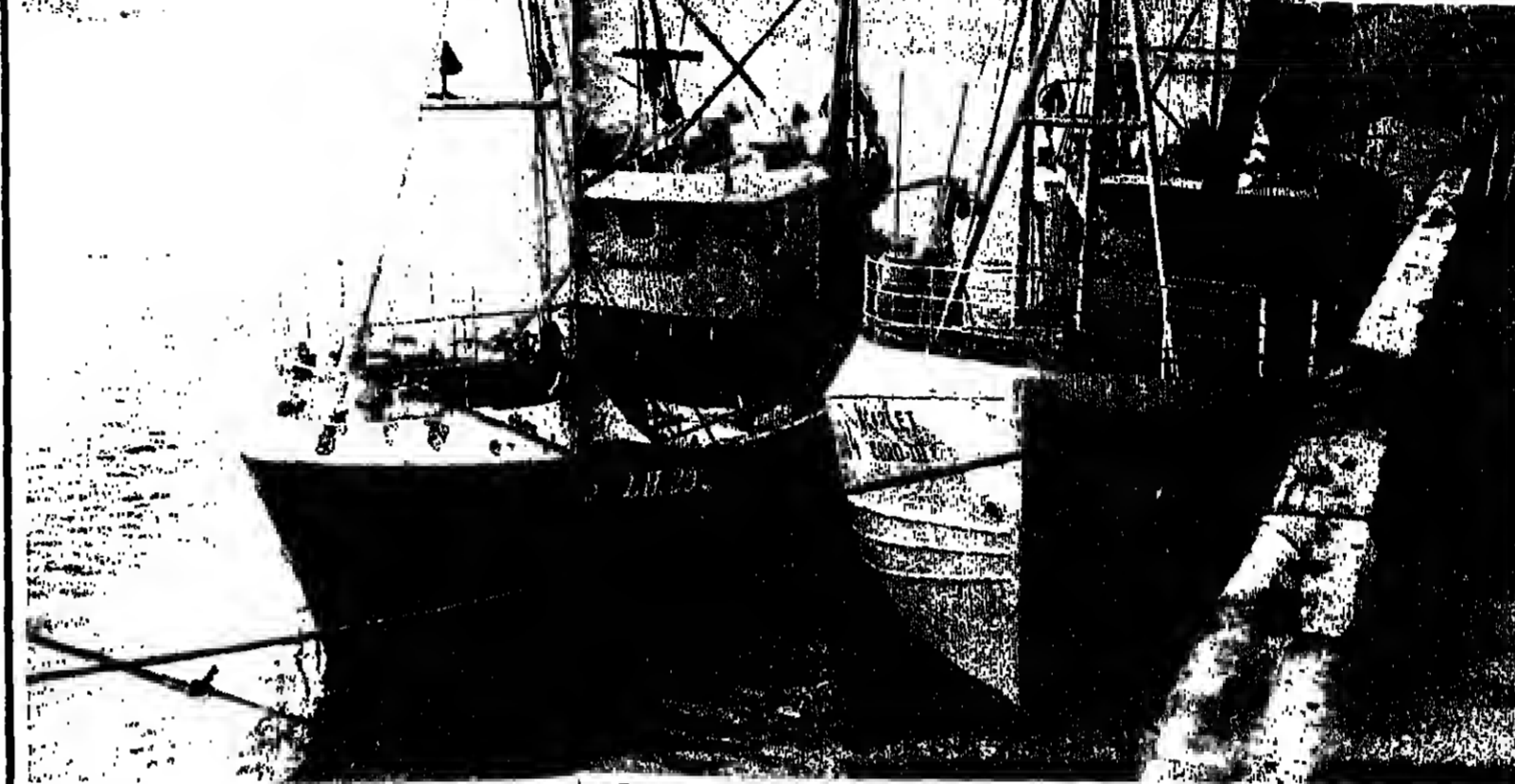
### Single

Pots were first used along the north-east coast of England in about 1860. In these times most boats only worked about 50 pots, each pot being fished singly rather than in strings or fleets as they are worked today.

In the late nineteenth century trunks were used less and less because pots could be left to fish without anyone staying with them. Surprisingly enough trunks, or hoop nets as they are now called, were used until quite recently in a lobster fishery at Herwick, Essex. I understand that pots are used there now, although a few part-timers still have hoop nets.

TRAPPEN

# Dublinbuilt seiner-trawler for Scotland



Above: Scarlet Thread II (left) and Scarlet Cord III (right) trawling. The boats have been port trawling. When Scarlet II is to sea, no tillage, also will still land most of her catches at the pier; the Iberisco power block on an Atlas crane fitted aboard Scarlet II has power block assembly has been supplied by Cosalt and is 270 degrees.



AN ADDITION to the fleet of Scottish boats based at North Shields is the 74 ft. seiner-trawler *Scarlet Thread II*. She has been built by the Malahide Shipyard of Southern Marine Ltd. in Co. Dublin, Ireland, for Skipper Tom Buchanan of Port Seton.

She has been taking part in the lucrative aprat fishing off the north-east of England, working a pair trawl in partnership with the Buchanan family's wooden boat *Scarlet Cord III*.

Later *Scarlet Thread II* will switch to seine netting, still landing most of her catches at North Shields.

With a beam of 22.6 ft., she is a cruiser-sterned vessel of inboard construction. The boat is of Scottish seiner-trawler layout with the deckhouse aft.

Her main engine is a 1600 cc 24 T six-cylinder, in line, four-stroke, turbo-charged unit with an

input of 500 to 550 bhp at 500 rpm. This is direct-coupled to a controllable pitch propeller. The engine was ordered through Cosalt of Aberdeen, which also supplied the power block and crane assembly, and the cargo winch.

Cosalt is UK agent for Grenaa Motorfabrik of Denmark and this is the second Grenaa engine bought by the Buchanan family.

A similar model powers *Scarlet Cord III* which was built by Sigbjørn Iversen of Norway a couple of years ago. Skipper Tom Buchanan said they had chosen the engine for *Scarlet Thread II* because of its reliability and ease of maintenance. Grenaa has supplied the entire propulsion unit including the stern gear and engine and propeller controls.

Auxiliary equipment driven from the engine includes an air compressor and Transmotor 110V and 24V generators. A piston-type large and general service pump was supplied by the engine makers.

Transmotor 110V and 24V

generators, a Desmi bilge and general service pump and a two-stage air compressor are driven from the Lister auxiliary engine. About 2,500 gallons of fuel oil are carried. Gear handling machinery includes Jensen seine and trawl winch, Fishing Hydraulics seine rope storage reels, and on Iberisco AKA 25 in. power block hung on an Atlas articulated crane.

The entire power block assembly was provided by Cosalt, agent for Iberisco of Spain, and Atlas Hydraulic Lammers Ltd. Based on the type of unit mounted on Iberisco, the Atlas crane enables the power block to be much more versatile and manoeuvrable; it can be slewed through 270 degrees.

In addition, the whole crane assembly is very substantial and the block has a maximum lifting power of some 3,000 kg.

The hydraulic cargo winch is of Cosalt's own manufacture and has a pull of some 3,000 kg.

There is capacity on each

Continued on page 10



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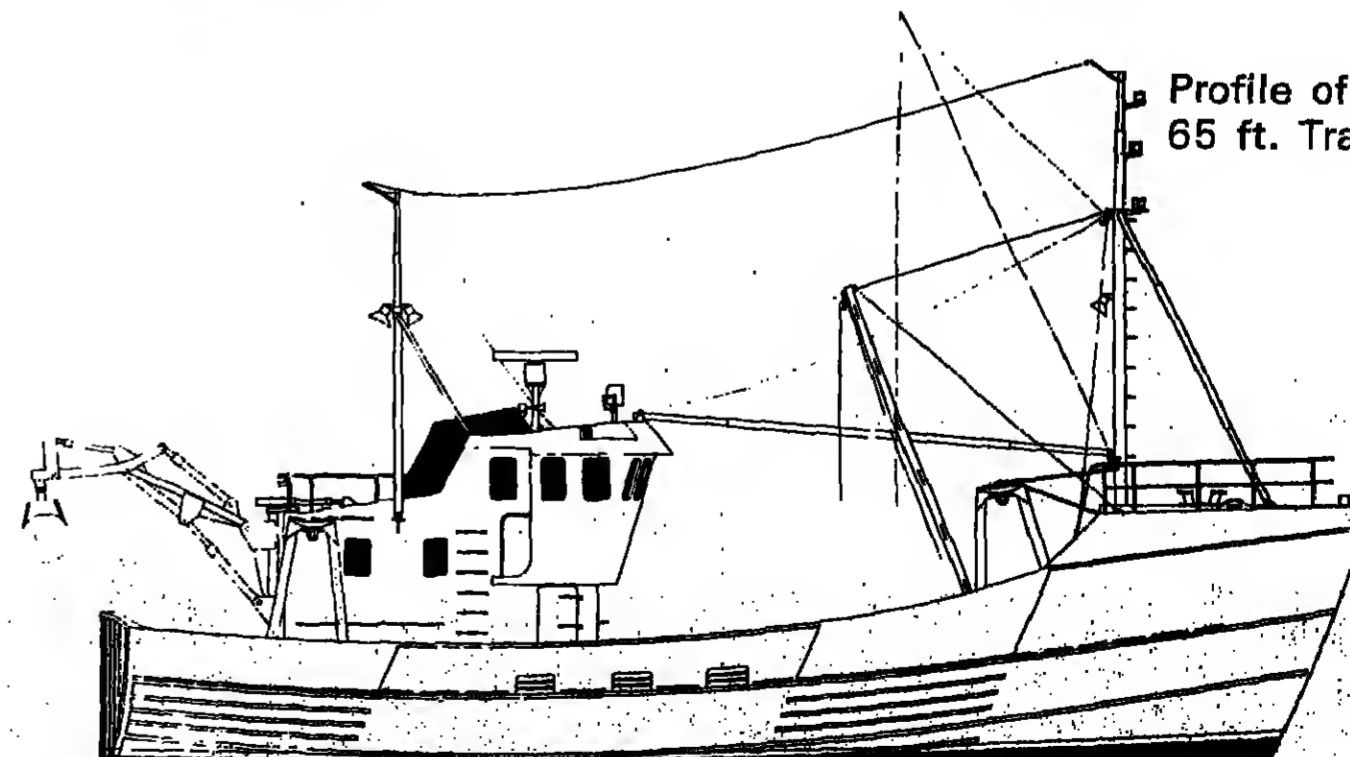
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## Scarlet Thread II

Continued from page nine of the Fishing Hydraulics rope storage reels for 13 coils of rope and they have the spoke flanges which reduce top weight. A Beccles rope coiler is carried for standby use.

Hydraulic power for the winch is provided by a Dowty variable delivery pump driven from the fore end of the main engine, through a Northern Tool and Gear step-up gearbox.

Whaleback, masts and the deckhouse are of aluminium, while the fishroom is fitted with CM sonar.

Scarlet Thread II's open-spoked Fishing Hydraulics seine rope storage reels.

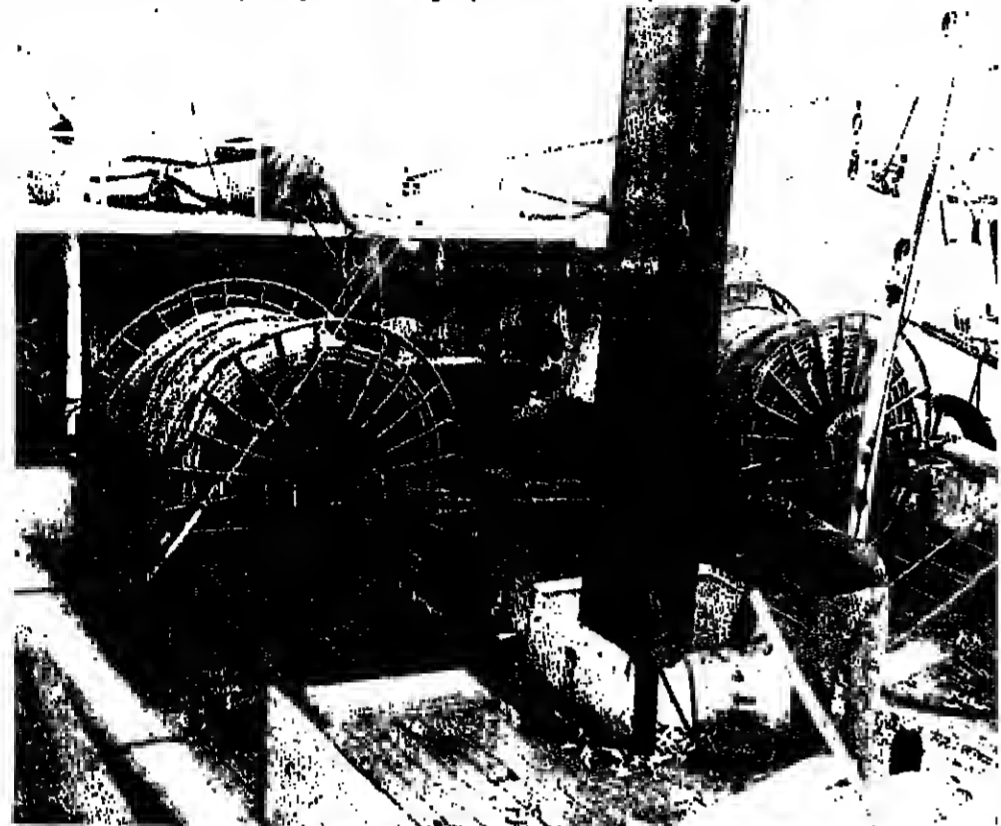
scope, two Decca Mk. 31 Navigators, Decca 350T track plotter, Tenford steering gear, Morse winch controls and Wymstronics window wiper.

A day berth for the skipper is arranged in the wheelhouse, and the metal-framed wheelhouse windows are of Loxie Hydraulic Co. manufacture.

Domestic hot water is supplied by a Perkins boiler and the galley is fitted with a Mexico gas cooker and Electrolux gas fridge.

All of Scarlet Thread II's fishing gear, including seine nets, mid-water trawls, seine ropes, trawl warp and ancillary equipment, was supplied by Cosalt.

Other equipment in the deckhouse are of aluminium, while the fishroom includes Sinrad SK2 sonar with CM sonar.



## Shetland catches soar to over £4.5 million

SHETLAND fishermen had a good year in 1976 with the island's catch value rocketing to over £4.5 million. After a drop of about £500,000 in 1975, the 1976 total showed a jump of £2 million.

A continued growth in industrial fishing is partly responsible. The total value of white fish and herring landings in Shetland reached £4,017,131; landings by Shetland boats outside Shetland were valued at £289,064; and shellfish landings totalled £202,314.

In the industrial sector, port landings were down, but snedde landings were well up. Pair trawling caught on during the year. Trawl landings (including industrial) totalled 758,684 cwt. worth £2,578,076 — more than half the total value of the fishery, compared with 1975's figures of 641,960 cwt. and £1,560,331.

The herring catch went

down, but the season was very much shorter. The boats fished between June and September to finish up the annual North Sea quota.

The value of the catch was up on 1975 as very little of the fish went for reduction to meal and oil. The 40,002 cwt. sold for £661,226; in 1975, 41,830 units sold for £204,064.

In all sectors, average prices showed an increase over 1975. The average for seine net landings was £9.36 per cwt., compared with £8.52 in 1975, and for trawl landings (excluding industrial) the average was £9.69, compared with £7.01.

## RARE LADY

THE North Shields boat Biahop Burton recently caught a tagged 98 cm. long female spiny dogfish while fishing in the north-west Rough.

It was tagged 17 miles NNW of St. Kilda in June 1960 when it was only 39 cm. long and at least 18 years old.

Although several male spiny dogfish have been returned to the MAFF

Lark at Lowestoft from tagging experiments carried out around Scotland in 1960 and 1961, this is the first female fish that has been caught after such a long interval.

The reason is that the Norwogian lung line fishery concentrates on female fish and consequently they do not survive as well as males.

## NAVY MEN CALLED TO BLOW UP MINE

ROYAL Navy bomb disposal experts were called to St. Mawes, Cornwall, at the weekend to deal with a 1,000 lb. German magnetic mine.

The Second World War mine, packed with high explosive, was towed by the fishing boat Terence, skippered by John Marshall.

Terence came back to St. Mawes with the mine tangled in her net and a local dolphin, named Benky, teamed up with the navy divers when they went to work on the mine.

The dolphin swam with the divers as they worked to free the mine, but stayed well clear when it was taken out of the water to be exploded on Monday.

## Crack down on wood borers

"WEATHER and circumstances permitting, I expect to become a boat owner for the first time very shortly."

"The boat is built of wood and is old, but a friend who surveyed her for me says that there's a plenty of life in her yet if I look after her properly."

"I naturally intend to do so but, among other aspects of maintenance I know little about, is this best way to protect a wooden hull against organisms likely to constitute a menace to it."

"I should be grateful if you would let me know how best to protect the hull against them."

An effective way of protecting a wooden hull against penetration by marine borers is to sheath all underwater surfaces with sheets of copper. But this is prohibitively expensive nowadays and not to be considered in circumstances like yours.

Nowadays boats can be sheathed with laminations of cloths made from synthetic fibres or glass and resins of various kinds, with ferro-cement, or with synthetic rubber compositions. Though less costly than copper sheathing, a lot of preparation is involved.

One way of keeping your hull in sound condition without incurring such costs is through careful application of a suitable primer and at least two coats of a modern anti-fouling composition, plus regular slipping of the boat for inspection and restoration of these coatings.

In your circumstances I don't think you could do better than let Teal and Mackrill Ltd., Lockwood Street, Hull, know where your boat will be based, whether it will be kept afloat all the time or on moorings which dry out.

## ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

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## John Burgess' Log



## BONDING RESIN

"I HAVE an old 12ft. tender built of mahogany which is beginning to leak. I have been wondering whether it would be possible to give it a new lease of life by sheathing it with GRP."

If you know of any firm which supplies GRP repair kits complete with instructions for use, I should be grateful for a name and address.

There are many concerns

which supply GRP repair kits with instructions for use, among them Bondaglass-Yosa Ltd., 168 Ravenscroft Road, Beckenham, Kent.

As this company has recently introduced a new resin for use when skinning wooden boats, I think it would pay you to find out first of all exactly what it can offer by way of a repair kit.

The resin is called G4 and a desirable feature about it is that no hardener has to be

added to it as it is cured by the moisture in the air. It is a thin, brownish liquid which can be applied by brush, roller or spray gun and is said to bond very strongly with wood.

It is claimed that it can be used instead of varnish on wood surfaces; that, with a little sand added, it makes a durable coating for decks; and that it can be used for protecting metal surfaces against corrosion.

It seems possible, therefore, that you might be able to use it on its own for making your boat watertight.

## How to cook crabs

"CAN YOU tell me where I can get information about the best way of preparing and cooking lobsters, crabs, cockles and other shellfish?"

Torry Advisory Note No. 6 advises on the best way to kill, boil, freeze and keep lobsters in cold storage. No. 13 tells you how to clean, cook and extract the meat from mussels, cockles and whelks. It also advises on smoking, canning and bottling them.

No. 26 tells you how to store, kill, cook and pick the

meat from crabs, and advises about hygiene in premises in which they are processed. No. 29 tells you how to process Norway lobsters or Dublin Bay prawns. No. 46 advises on shucking, washing, dipping, chilling, freezing, cold storing and thawing scallops.

If you are interested in processing shrimps, you can read all about cooking, peeling, chilling, freezing and keeping them in cold storage in Advisory Note No. 64.

All these Notes and about 60 others on fish processing and other matters are available free from the Torry Research Station, PO Box 31, Aberdeen AB9 8DG.

## PRAWN CREELS

"I SHOULD be obliged if you could let me know where I can get prawn traps made of plastic instead of wood and wire."

Since you write from Devon, I presume you want traps for taking common prawns, not neoprawns. If that's the case, creels likely to suit your purpose very well are available from Delmar Engineering, 22 Church Road, Selsey, West Sussex.

They are not made entirely of plastic materials for frames are made of arc-welded, 8mm diameter steel rod. But these are plastic coated and so are the steel entrance rings fitted in the creels. Bases, covering, and entrances are all made of small mesh plastic netting.

The creels are about half the size of a standard east coast.

## PITCH PROP TEST

"I AM considering buying a 30ft. Norwegian-built boat for inshore fishing but, although in many respects it is what I want, I am unsure about the merits or otherwise of the controllable pitch propeller."

I am not sure what I ought to look for as an indication of wear when I examine it. Could you please advise me about this?"

I have been told that if controllable pitch propellers are installed in boats used for working in shallow water, sand is liable to get into the works and cause wear. But I wouldn't know exactly how to examine a cp propeller for wear caused by sand or anything else. All I would be able to do would be to note whether the blades were pitted or damaged in any way.

Faced with a problem like yours, I would get the engineer at the yard where you would have maintenance work carried out on the boat to vet the propeller for you. He will be able to tell you whether it is in good, fair or poor condition and whether you should adjust your ideas of what you are prepared to pay for the boat on its account or not.

Since, if you buy the boat, he will be responsible for the maintenance of the propeller, his opinion is likely to be of more value to you than anyone else's. He, and no one else, will carry the can if it is erroneous.

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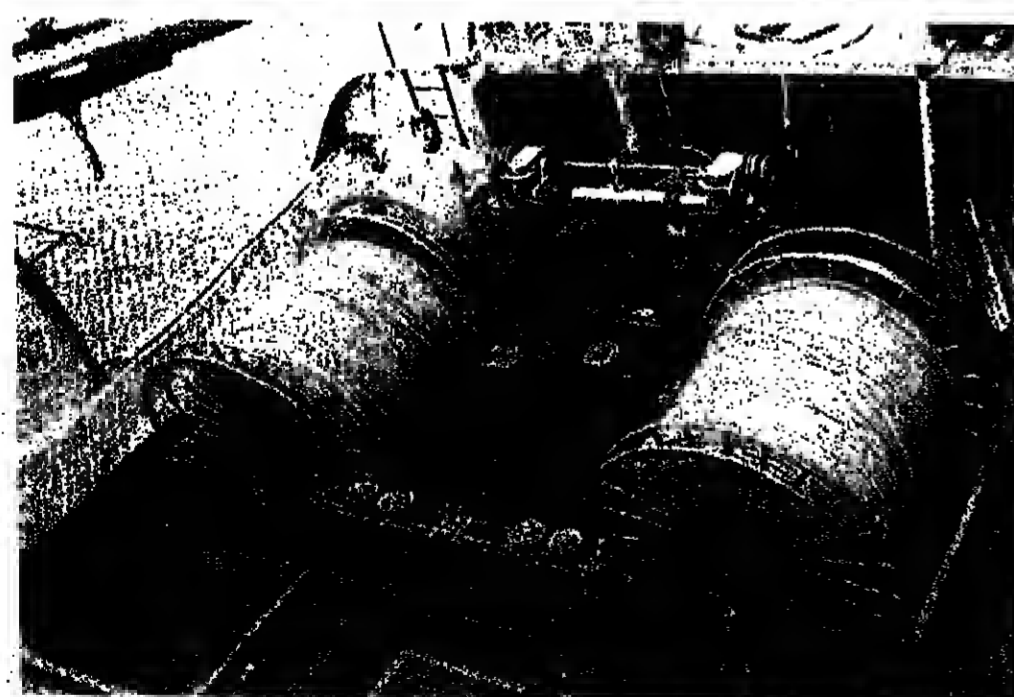
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